





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS  
AND  
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS  
AND  
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
Food.Stick to this advice and you'll  
never know you have a liver.WATKINS,  
LIMITED.Chemists and Aerated Water  
Manufacturers.

Hongkong, 13th August, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 1st June, 1901. [710]

## A. CHEE &amp; Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS.Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-  
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen  
Utensils; Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

## KELLY &amp; WALSH, LD.

TROPICAL DISEASES, with 11 Illustrations and two coloured Plates, by Dr. Patrick Manson ..... \$5.50  
 "HELLESPOINT" ON BRIDGE ..... 3.00  
 THE ARROW WAR WITH CHINA, by Chas. Leavenworth ..... 2.25  
 THE EXPANSION OF TRADE IN CHINA, by T. H. Whitehead ..... 0.70  
 THE TRIAD SOCIETY OF HEAVEN AND EARTH ASSOCIATION, by W. Stenham ..... 3.50  
 A JAPANESE MARRIAGE, by Douglas Sladen ..... 1.25  
 TRANSACTIONS OF THE KOREA BRANCH OF THE ROYAL ASIATIC SOCIETY, Vol. I ..... 1.50  
 FRIEND TOMMY AND OTHER TOPICS, by Joss Chinchinjoos ..... 1.00  
 TRADE AND SHIPPING OF SOUTH-EAST ASIA ..... 0.80

BOXING, THE MODERN SYSTEM OF GLOVE FIGHTING, by Capt. W. Edgeworth Johnstone ..... \$1.75  
 MURRAY'S HANDBOOK OF TRAVEL TALK IN ENGLISH, FRENCH, GERMAN AND ITALIAN ..... 2.25  
 ESSAYS AND ESSAY WRITING, by A. W. Ready ..... 2.25  
 MUSCLE, BRAIN AND DIET, A PLEA FOR SIMPLER FOODS, by E. H. Miles ..... 2.25  
 UNDER THE DRAGON FLAG, Experiences in the China-Japanese War, by James Allan ..... 1.50  
 THE CHILD, HIS NATURE AND NURTURE, by W. B. Drummond ..... 1.00  
 PEARLS ENVELOPED IN A ..... 0.70  
 "WISH STODART'S TEAM IN AUSTRALIA," by Prince Kanjitsinji ..... 1.25

ROBINSON PIANOFORTE CO.,  
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instruments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

## CLUB WHISKY.

\$12 PER DOZEN.

## F. O. S. WHISKY.

\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

## H. PRICE &amp; CO.,

12, QUEEN'S ROAD.

Hongkong, 2nd September, 1901. [955c]

Today's  
Advertisements.

## HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TOMORROW (SATURDAY), the 14th instant, but there will be a Practice under the Instant Match Conditions, commencing at 2.45 P.M.  
 RANGES.—200, 500 and 600 yards.  
 Seven Shots and a Sighter at each Range.  
 ALEX. MACKENZIE,  
 Hon. Secretary.  
 Hongkong, 13th September, 1901. [45]

SHEWAN, TOMES & CO'S  
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.  
 THE Steamship  
 "ATAKA,"  
 will be despatched for the above Port TOMORROW, the 14th instant, at Noon.  
 To be followed by the  
 S.S. "ANAPA,"  
 about 15th October, 1901.  
 For Freight, apply to  
 SHEWAN, TOMES & Co.,  
 Agents.  
 Hongkong, 13th September, 1901. [871c]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
 "PALAWAN,"  
 FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.  
 Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.  
 This vessel brings on Cargo:—  
 From London, &c., ex S.S. China.  
 From Australia, ex S.S. Australia.  
 From Calcutta, ex S.S. Syria.  
 From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.  
 Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.  
 Goods not cleared by the 19th instant, at 4 P.M. will be subject to rent.  
 No Fire Insurance will be effected by me in any case whatever.  
 All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
 H. A. RITCHIE,  
 Superintendent.  
 Hongkong, 13th September, 1901. [871c]

Today's  
Advertisements."SHIRE" LINE,  
FOR NAGASAKI, KOBE & YOKOHAMA.  
THE Steamship

"RADNORSHIRE,"  
 Captain Bindness, will be despatched for the above Ports, on TUESDAY, the 17th instant, at Noon.  
 For Freight or Passage, apply to  
 SHEWAN, TOMES & CO.,  
 Agents.  
 Hongkong, 13th September, 1901. [998c]



THE PENINSULAR AND ORIENTAL  
 STEAM NAVIGATION COMPANY.  
 STEAM FOR  
 STRAITS, CEYLON, AUSTRALIA, INDIA,  
 ADEN, EGYPT, MEDITERRANEAN  
 PORTS, PLYMOUTH AND LONDON.  
 (Through Bills of Lading issued for BATAVIA,  
 PERSIAN GULF, CONTINENTAL and  
 AMERICAN PORTS).  
 THE Steamship

"CHUSAN,"  
 Captain C. L. Daniel, R.M.R., carrying His Majesty's Mails, will be despatched from this office for BOMBAY, on SATURDAY, the 28th September, at Noon, taking Passengers and Cargo for the above Ports.  
 Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
 For further Particulars, apply to  
 H. A. RITCHIE,  
 Superintendent.  
 Hongkong, 13th September, 1901. [871c]

## Intimation.

A. S. WATSON & Co.,  
 LIMITED.  
 ESTABLISHED A.D. 1847.

## THE LEADING MANUFACTURERS

AERATED  
WATERS.

IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & CO., LIMITED.  
 THE HONGKONG DISPENSARY.  
 Hongkong.

## The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 13, 1901.

## NOTES AND COMMENTS.

The China Squadron.  
 Comparatively speaking, twenty years is not a great length of time, but the changes which have been made in the British Squadron in Chinese waters in that period are immense. In 1881 we had upon this station the armoured steam frigate "Iron Duke," of fourteen guns; the turret ship "Hibernia," of four guns, both under ten knots speed; we had four corvettes or third class cruisers, each mounting fourteen guns and steaming from twelve to thirteen knots and there were in addition four sloops, each mounting four guns and of about ten knots speed, with eleven gunboats. This, in 1881, was our effective fighting fleet in these waters, which could not steam, as a fleet, more than about eight knots, and could have been sunk in half an hour by any one of the second class cruisers now on the station.

To-day we are much better off. Our fighting fleet consists of five battleships aggregating 62,300 tons and carrying seventy-eight guns, with a speed of eighteen and a quarter knots for the fleet. The vessels are as below:—

NAME.	TONS.	GUNS.	SPEED.
Albatross	12,950	16	18.25
Barfleur	10,500	14	18.25
Gotthard	12,950	16	18.25
Gloster	12,950	16	18.25
Ocean	12,950	16	18.25

Our first class cruisers are five in number of an aggregate tonnage of 52,850 tons, mounting seventy-eight guns and capable of steaming as a fleet at eighteen knots. They are shown in the following table:—

NAME.	TONS.	GUNS.	SPEED.
Argonaut	11,000	16	20.75
Aurora	5,600	12	18
Blenheim	9,000	12	21.5
Endymion	7,350	12	20.5
Orlando	5,600	12	18.1
Terrible	14,200	14	22.4

Of second class cruisers we have seven on this station, one of which, the *Arethusa*, really belongs to the Pacific station, so that our true strength may be said to be reduced to six. These six ships aggregate 39,300 tons and mount sixty-two guns, their steaming speed as a fleet being nineteen and a half knots. They are shown in the table below:—

NAME.	TONS.	GUNS.	SPEED.
Arethusa	4,300	10	16.6
Astraea	4,300	10	19.75
Idis	5,600	11	19.5
Isis	5,600	11	20.0
Pique	5,600	8	19.75
Talbot	5,600	11	20.0
Eclypse	5,600	11	19.5

Last, but by no means least, comes a little group of six destroyers. These small vessels aggregate 1,677 tons, and their speed as a squadron is twenty-seven knots. They are as shown below:—

NAME.	TONS.	SPEED.
Yame	275	30.16
Har	260	27.07
Handy	260	27.04
Janus	252	27.8
Oliver	300	30.0
Whiting	338	30.2

It will thus be seen that we can now muster a fleet of battleships and first class cruisers of over a hundred and ten thousand tons, consisting of eleven ships, mounting a hundred and fifty-six guns and capable of manoeuvring at eighteen knots. Such a force is certainly not to be despised, particularly when one takes into consideration that it would be served by six second-class cruisers and as many destroyers to act as scouts, the manoeuvring speed of these two classes of vessels being nineteen and a half and twenty seven knots respectively.

There can be little doubt but that our fleet at present on here would be a match in point of numbers for any force which is ever likely to be opposed to it, if it could act together as a whole, but this we fancy could never happen. We have so much to protect that the fleet would have to be so broken up that the Admiral would probably have to go into action with half, or even less, of his full strength. We fancy that if a thorough examination were made into the state of affairs on the China Station, it would be found that we lacked cruisers, as is the case in the Channel. In the event of hostilities arising it would be necessary to tell off swift vessels to protect trade routes and this could not be done with the number now available. We should like to know what the Navy League thinks of the matter. We have made great progress in the last twenty years, but have we gone ahead sufficiently?

## Krugers Privateers.

As will be seen by reference to another column, the question of privateers being fitted out by the Boers has again been brought up by the publication in the *Main* of what purports to be an agreement about to be concluded between Mr. KRUGER and some anonymous personage for the fitting out of privateers. Of course all such talk is nothing but empty bluster. Mr. KRUGER might, it is true, be so misguided as to imagine that he could fit out privateers, and he might also be able to find some few wrong-headed folk ignorant enough to think that they could join him in such a project, but if such an idea is entertained by the ex-President for a moment, he is reckoning without his host.

In the first place he would have to get his ships and, after the lesson taught to the world in general by the *Alabama* incident, we rather fancy that any Power would take particular care to see that Mr. K's piratical fleet was not fitted out in its dominions, for such Power would render itself liable for all damage done by the privateers. Next comes the question of coal. Such vessels could not coal at any port, for it would also involve some Power or other to supply them with fuel. For the same reason it would be impossible for them to obtain stores or to refit anywhere, and ships, nowadays, cannot keep the sea for long periods, as was the case in the days of sail. Last, but not least, where could Mr. KRUGER and his friends sell their captures? Nobody would, we imagine, care to become the purchaser of a pirated vessel, for such an act would place him in the same rank as the receiver of stolen goods. Still, the unexpected frequently happens, and Mr. KRUGER might succeed in fitting out a privateer, or even two or three, but it is pretty certain that were he to succeed in so doing, their career would be meteoric. The crews of such vessels would receive short shrift at the hands of any civilized Power.

## REUTER'S TELEGRAMS.

THE WOUNDED PRESIDENT.  
 London, September 11th.  
 The bulletin issued at 10.30 yesterday evening says the President's condition is unchanged. The healing of the stomach wound is delayed by irritation caused by a fragment of the patient's coat which the

COTTAM & Co.'s LATEST SHAPES in LINEN COLLARS.

bullet carried beneath the skin. When this is removed, no complications are to be feared.

## PRESIDENT MCKINLEY STILL IMPROVING.

President McKinley's progress continues excellent.

## THE TSAR AT DANTZIG.

The Tsar has arrived at Dantzig.

## THE ST. LEGER.

The following is the result of the race for the St. Leger Stakes:—  
 Doricles ..... 1  
 Volodyovski ..... 2  
 Revenue ..... 3

## SUCCESSFUL BRITISH OPERATIONS IN SOUTH AFRICA.

Lord Methuen's successfully engaged Commandants Vantohnder and Delarey, driving them from strong positions.  
 Colonel Crabbe overwhelmed one hundred Boers, killing Vandermere, Commandant Scheepers' principal lieutenant.

## LOCAL AND GENERAL.

THE FRENCH MAIL of the 10th August was delivered in London on the 11th inst.

A CASE of alleged stamp stealing by a Chinaman in the Post Office was adjourned till Monday at 2.15 p.m.

WE HEAR that one of our best known Majors caused to be arrested an European police constable. The case is being investigated.

THE CHIEF OFFICER of the S.S. *Chowhai* having his suspicions aroused by the movements of the Quarter Master, on the 29th ult. at Bangkok, watched him from the bridge. Presently he saw the latter attempt to smuggle ashore 130 tins of opium, each tin containing 10 taels of the stuff, and arrested him.

THE PROGRAMME of the Victoria Recreation Club's annual aquatic carnival will comprise the swimming off of the dead heat between N. A. Alves and S. R. Moore also, Leap frog, Diving, Fancy Swimming, Life Saving, Blindfold Race, Tub Race, Egg and Spoon Race and Tournament. The sports will start at 4 p.m. sharp, September 21st.

THE DEMAND for Japanese brick tea, says the *Nagasaki Press*, is reported to have considerably increased in the interior of Siberia. The Wladivostok branch of the Kyushu Tea Company of that port has already received an order for 100,000 cases of brick tea, and as the market is very promising the directors of the local firm are said to be considering the desirability of extending their business to Siberia by increasing the capital of the concern.

THE SPECIAL SALE of work of the Italian Convent is to take place from the 23rd to the 28th inst., when our readers will have an opportunity of purchasing ladies and children's underclothing and other useful embroidered articles of all descriptions. The excellence of the work turned out by the Italian Convent is so well known as to need little praise from us. Anybody who wants something really good should take advantage of this sale, and should at the same time remember that by so doing a very deserving institution is being aided.

MR. AFLALO, the well-known naturalist, tells this little story of "Lord" George Sanger in his "About Animals" column, contributed every Tuesday to the pages of a morning contemporary.—The mayor of a certain town in the Midlands had rather fustily insisted on being satisfied of the accommodation and also as to the security of the public from such dangerous animals as travelled with the show. Having been shown a particularly illtempered leopard, the little mayor severely interrogated the imperturbable "Lord George." "What steps would you propose taking if that ferocious beast got out of its cage?" he asked. "—d long 'ones!" replied the proprietor, turning away to attend to more serious business.

THE STORY of a policeman's heroism was told at Southwark Police-court recently during the hearing of a charge of attempted suicide preferred against a girl of 15, named Polly Chandler, who jumped into the river from London-bridge steps. The attention of Police-constable Smith, 336 M, was called to the occurrence, and he at once dived into the water after the girl with all his clothes on. He dived a second time and brought the girl to the surface, but a strong eddy drew him down. He however, reappeared with his burden, but was then drawn beneath a steamboat. Just as it seemed certain that the brave fellow must perish he succeeded in clutching a boat-hook, by means of which he was got out of the water still holding on to the girl.

A MANDARIN who refused to kneel was baled before the Mixed Court at Shanghai recently, says the *China Gazette*, for shop lifting. Mr. Palmer of Messrs. Hall and Holtz prosecuted. The Assessor said he had received a letter saying accused was subject to kleptomania and was the sort of a rich official. Mr. Palmer complained of constant thefts of the kind. Accused bought 50 cents worth of things and was seen trying to put something into his sleeve. Upon search a purse and a pair of scissors were found upon him. The Chinese in the shop suspected him of a similar offence previously. The Magistrate expressed himself willing to become security for accused as he was of the same rank as himself and could not punish him. Accused's father was a taitai and the man had been sufficiently punished by losing face in having to appear before the Court. Accused was therefore ordered to find security.

COTTAM & Co. for the K. WALKING and SHOOTING BOOTS.

A HOME PAPER of July 30th records a curious case:—

A dock laborer named William Dowling, of Newport, was killed at Newport station last evening. He and a Mrs. Bowen had gone to see some friends off, and one of them, after the train was in motion, kept hold of Mrs. Bowen's hand, pulling her along the platform.

She fell, and Dowling tried to save her, but both rolled from the platform. Mrs. Bowen escaped unhurt, but Dowling went under the wheels.

IN THE FIFESHIRE fishing village of Anstruther took place recently the interesting marriage of Princess Titiana Poloma Brander, from Tahiti, in the Society Islands, to the Rev. Andrew MacLachlan, minister of the local United Free Church.

Fisher folk from all around came to see the dusky Royal bride and the ministerial bridegroom.

The couple were married in the Chalmers Memorial Church, and the wedding presents, numbering 300, were laid out for the congregation to view.

Princess Titiana Poloma Brander was the daughter by a former marriage of the late Princess Titiana Marania, who became the wife of ex-Bailie Darsie, of Anstruther, and left her home in the South Pacific for the native village of her husband in Fife.

Another Tahitian princess, sister to the bride, resides at Anstruther, and is unmarried.

THE FIRST NUMBER of "The Searchlight," Organ of the Chelsea Workhouse Inmates, has made its appearance with that quiet impressiveness which characterizes many a great event, says the last *Pall Mall Gazette* to hand. The journal advocates the establishment of a death chamber, where men and women who know themselves to be superfluous may enjoy an honourable, speedy, and painless exit from life. The proposal is admitted to be a little in advance of the times, but the writer thinks we might gradually develop towards it. But as we developed might we not begin to doubt our own usefulness? The committee of inmates at the Lump, Arthur-street, Chelsea, S.W., who conduct this journal, are obviously daring thinkers. Life has no illusions for them, and death is the crowning mercy. At the same time the inmates feel that workhouse women ought to be allowed to wear more graceful costumes. Obviously the committee would not enter the death chamber were it established to-morrow. This is well, for we hope the *Searchlight* will have a long life.

THE *PALL-MALL GAZETTE* has the following dog and parrot story:—A dog which throws stones is a rare bird. That, however, is the character given to a dog which, it was said, at the instigation of its mistress, maliciously barked at "the other lady," and threw stones at window-panes by tossing the missiles in his paws. We are not told whether the canine thrower touched the spot every time, but it must have been a sufficiently wonderful performance. *Per contra* the barked-at lady had a parrot which said "things" calculated to make the judicious grieve. Anyway, it made her rival grieve, though she does not appear to have been very judicious. The parrot, indeed, uttered opprobrious epithets severely labelling the neighbour. An ordinary parrot is very rarely opportune in its remarks; it says "Pretty Polly," and other things that are not so pretty—if there is a boy in the house—at most inappropriate times. But not so this particular parrot—or rather not particular parrot—which levelled its abuse at the very moment when the plaintiff put her head out of the window. The queer thing is that both plain-tiffs—there was a cross-sommons—sued for libel: so the suggestion is that the dog made remarks too, as Gordon Stables tells us his dog did. The judge, a sort of Paris Plowden, was quite equal to the occasion. He told the parties that the dog and parrot, respectively, ought to have been summoned. A very Solomon for wisdom!

THE *PEOPLES FRIEND* has got hold of some extracts from the diary of one of the members of the Moorish Mission to England. This gentleman appears to have gone away with some topsy-turvy impressions of this country. "Lord Salisbury," he says, "is an old chieftain who lives in the Lords Parliament House in the winter and goes into the country to sleep and rest in the summer." The Moorish diarist has not quite assimilated his information. Evidently, what he was told by some playful gentleman from the Foreign Office was that "Lord Salisbury is an old chieftain who lives in the country and sometimes goes into the Lords Parliament House to sleep and rest."

The "Chief Minister," adds the Moorish diarist, "can do anything he likes; even though he committed murder, he could pardon himself, and hang someone else." Unfortunately the only time that the Chief Minister does exactly as he likes is in the "Lords Parliament House." Were he possessed of the privileges attributed to him, Lord Salisbury might rid himself of all inconvenient political personages at one fell swoop. It would be merely necessary to murder one-half of them, and have the others hung for the crime. That would be a splendid privilege.

Our Moorish friend also records his impressions of the police-constable. He evidently had him under observation during the progress of a fight further up the street.

"The police gentlemen are placed all over the great cities in different corners, and are not permitted to run or move with any indecent haste. These officers are very incorruptible, and you can only tempt them to forsake their high duties by the sight of gold."

It is well that the foreigner is made to understand that this privilege of bribing a British copper is a costly one.

COTTAM & Co. for ANDERSON'S RAIN COATS and HOLIDAYS.



## THE HONGKONG GAOL.

I take it, that very few people have voluntarily visited that colony within a colony, the Hongkong Gaol. The first thing that strikes one on entering the gate is that, although being in the world, you are not of the world. The bustle of life finishes with the clanging of the door. You approach the entrance a man, and entering lose your individuality, and become a numeral. The John Smith of the world, becomes No. 9874 of the prison. There is an entire absence of all noise and a voice is rarely heard and then only in tones of command; perfect silence is combined with constant movement. The whole place is under the thrall of cast-iron discipline, a discipline severely just but allowing of no faults. So it must ever be where over 600 of the worst characters are gathered together, controlled by a few European and Sikh warders.

Radical changes have been made in the gaol in the last five years, both in the system and in the building and generally throughout the internal arrangements. A prisoner on being received (I am speaking more of the Chinese than Europeans) is made to undergo a thorough cleansing—a bath room is close handy and discarding every article of clothing, he steps into a mixture of water, Jeyes' Fluid and kerosene, particular attention being paid to the head. By these means, rigorously carried out, it has been found possible to keep the place free from vermin. On going through the yards the methodical tidiness, the grim silence and bare surroundings begin to get on one's nerves, which is added to on reaching the infirmary. Here is the same bareness, the same order; the same silence and, in the faces of the prisoners, the same look of hopelessness.

The next part visited is the industrial portion. The building was erected by unskilled prison labour under the supervision of the prison authorities, and I venture to say that there is no building in Hongkong that shows more solidity or better workmanship. On the ground floor are the mail makers, tailors, and boat makers all diligently employed—and not a word said. Upstairs is the triumph of the prison. Here about sixty men are busily engaged in turning out all the various kinds of stationery required by the Government. No better work could be done in the Colony. This has been accomplished with perfectly unskilled labour and every man has been taught without a breach of the hard and fast rules of the establishment. By an ingenious arrangement the machinery upstairs is worked by belts from large fly wheels turned by prisoners on the ground floor.

The cells and corridors are a model of cleanliness. Each prisoner is in his cell by 5.45 p.m. and is locked up for the night. Every five minutes he is inspected by a warder through a small spy hole which continues until 5.30 a.m., when his daily task commences. Passing down one comes to the punishment cells. On the occasion of my visit one was occupied and on the door being opened a gaunt figure sprang up, open hands above his head (the regulation position) standing slightly outlined in the pitchy darkness of the cell. This punishment with a food allowance of six ounces of rice daily is preferred by the governing body to flogging, for wilful breaches of the prison rules. One next passes on to the work yards, where several trades are being carried on and various gangs engaged in the monotonous and useless shot drill. As far as is possible shot drill and stone carrying is being done away with and the prisoners put to some useful labour. Here are the wash houses, laundry and drying rooms. The room was obtained for these by cutting away a small hill and putting a staircase in. And here, by the way, occurred some months ago the outrage on the chief official by three prisoners armed with knives, which were thrown over the wall to them. Fortunately they were at once secured, as amongst a large body of men excitement is catching. So on, to the condemned cell and on to the fatal drop, whose mechanism has been brought up to date.

Now, what of the men in charge of this small township? It is easily understood that special qualities are required for such duties. Ceaseless vigilance, patience, strict attention to every detail of the rules and regulations and sobriety. These are traits in human nature that, in combination, are none too plentiful, and at the price paid by Government are not always obtainable. Just lately seven Police Constables have been drafted into the Gaol; whether they take an intelligent interest in their peculiar task or not, is another story. For many are called but few are chosen.

Before finishing, one matter appealed to me very forcibly. A prisoner had just been received that day, and what a prisoner! This daring marauder stood about 4 feet high and was about 11 years old. His prison trousers, to prevent dragging over his feet, had to be turned up nearly to the knees, showing that Government in its shortsightedness had not made garments for children. He was in for a month with twelve strokes of the birch and stood with fear in his eyes and his heart (if a China boy has one) in his mouth, as sorry a spectacle as one could imagine. Why send nippers like this to a common Gaol? Is it to train their already warped morals by association with habitual offenders? Is not the case in question, provided for by the Bellios Reformatory? That child will come out of prison with no true sense of his degradation but with a lively faith that, with his added knowledge, he can perfect the arrangements for his next coup.

In conclusion, the prison and prison authorities are perhaps the best discussed, but not the best served, of the Government service. Any man joining, thinking it may be an easy way of earning a living, had far better never go near it. But the man who is by nature without nerves, heart, or bowels of compassion, who possesses the patience of Job, is without temper, and perfectly just, can become a successful warder and in time earn about \$90 a month.

THE WANDERER.

COTTAM &amp; Co. for RIDING WHIPS and LEATHER PUTTEE LEGGINGS.

## AT THE MAGISTRACY.

## STEALING.

Ng Chok was awarded three weeks' hard labour for stealing 3 lbs. weight of copper, from the Naval Yard at Kowloon.

## STEALING.

Henry Copeland, 2nd engineer s.s. *Fau Sang*, charged Lau Kwong with stealing a pair of opera glasses and several other articles. The evidence was very clear and the defendant was sent to gaol for three months' hard labour.

## DRUNK, DISORDERLY AND RESULT.

C. Aris, P.C. 97, charged Gilbert Gilbertson with the above offence. Charles Aris, sworn, said he was on duty in Queen's Road West, and found the defendant in a private doorway, using very foul language. He (defendant) kicked him in the stomach and knocked him about 3 yards away. The man struggled very violently, but with the help of P. 124 Witness nana, ed to get the defendant to the station. Defendant was not very drunk, he was able to walk. The defendant was fined \$2 or 7 days on the first charge and \$25 or a month on the second.

## SNEAK THIEF.

Captain J. Peterson, of the S.S. *Vale of Dione*, charged Li Chun with stealing a watch and chain. The prisoner was sent to gaol for two months' hard labour.

## DRUNK AND DISORDERLY.

John Lewis was absent on a charge of being drunk and disorderly, and his bail \$5 was estreated.

## ROGUES AND VAGABONDS.

A number of cases of the above were heard this morning and, with the exception of two, who were discharged, each were sent to gaol for fourteen days.

## DISORDERLY CONDUCT.

F. D. Cruise was charged with behaving in a disorderly manner in the clerk's office at the Police Court. The defendant's solicitor pleaded guilty and a fine of \$25 was imposed, and defendant bound over in a personal bond of \$100 to keep the peace for six months.

## THE PLAGUE.

Number of cases reported (Chinese) 1,554 up till noon of the 12th September, 1901. Other Asiatics 33 Europeans 30  
Number of cases reported (Chinese) 2 during the past 24 hours. Other Asiatics 0 Europeans 0

Total number of cases reported to date 1,599

Number of deaths reported (Chinese) 1,320 up till noon of the 12th September, 1901. Other Asiatics 11 Europeans 11  
Number of deaths reported (Chinese) 2 during the past 24 hours. Other Asiatics 0 Europeans 0

Total number of deaths recorded to date 1,368

Since noon on Saturday last the cases and deaths are—

Cases Chinese 11 Other Asiatics 0 Europeans 0  
Deaths Chinese 2 Other Asiatics 0 Europeans 0

Total 11

The plague returns for last week were—  
Cases Chinese 6 Other Asiatics 0 Europeans 0  
Deaths Chinese 6 Other Asiatics 0 Europeans 0

## THE BOERS AND PRIVATEERING.

## AN IDIOTIC PROJECT.

PARIS, August 15th.  
Mr. Kruger, according to the *Matin*, has been asked, and is expected to sign the following document:—

Sir—We, accept your offer to organize a volunteer fleet, and it is agreed that you shall arm ships against England, at your own risk and peril, and that to recompense you for such risk and peril there will be granted you by the Governments of the South African Republic and the Orange Free State, if they retain their independence, £80 per ton of English men-of-war and £40 per ton gross of English merchantmen captured or sunk. It is understood that you will warn the commerce of neutrals of the danger which English vessels are about to incur, and that you will respect the English ships at sea at the time of such notice. Payment will take place out of the indemnity exacted from the English Government on the signature of peace and within a fortnight of such signature. In case, after the warning to English ships of the danger which they incur—such a warning being equivalent to an interdiction on the English Fleet—peace should be signed and the independence of the two States acknowledged, your expenses would be repaid, and a sum of £40,000,000 for intervention. As regards ships which have been sunk, but which you cannot fully prove to have been sunk by your vessels, the fact that you have specified them before-hand as intended objects of attack will be sufficient for their disappearance to be attributed to an attack by your vessels. Subject to the obligation of warning the commerce of neutrals, and of respecting ships ignorant of the notification of danger, you may employ all the means which you deem proper to attain your object. You will have full power to treat with third parties on any conditions which you may choose, provided they do not exceed those accorded you by the present letter. Your operations will be stopped only by the signature of peace, as no armistice can be notified to you. Any dispute about the interpretation of these provisions

shall be submitted to arbitrators, two to be named by you and two by us, and their decision shall be without appeal.  
The anonymous candidate for punishment as a pirate who frames this scheme will evidently have to sign the proposed warning to neutrals, and we shall then know who he is.—*Times* Cor.  
A COUNTRY JOURNALIST.  
[By H. B. in the *Pall Mall Gazette*.]  
He clambered into our railway carriage, with fishing-rod and reel, at a sleepy station on a branch line. He was fat, bearded, and untidy. "Whew!" said he, mopping a dank brow; and with that, catching sight of my companion, a rector in those parts, he gave him a civil good afternoon.  
"Been trying the beck?"  
He nodded, and dived into his breast pocket. "It's not many chances I get of a day's fishing, and when I do it means making up for it by hard work." From his pocket he produced a number of circulars, and spreading them upon his knee with the printed side downwards, forthwith began to write upon them with the stump of a lead pencil.  
"By-the-by, sir," he exclaimed, looking up suddenly, "were you at Mrs. Nomen's funeral?"  
"No," said the parson.  
"Ah! that's a nuisance," said the journalist. "I couldn't get to it, and I've got to send in my account to-night." He began to write again. "I suppose everybody was there," he said meditatively; "you don't happen to know who took the service?"  
"The rector, I should say."  
"Pretty sure to have been him," said the journalist, and went on with his writing. After a minute or two, as the train slowed down at another little station, he laid down his papers, let down the window, and thrust his great body out of the carriage. The train stopped.  
"Afternoon, Mr. Brown," said the journalist. The stationmaster shook the extended hand, and hurried away. "Old Peters isn't dead, is he?" cried the journalist, after him.  
"I haven't heard as he is," shouted back the stationmaster.  
The journalist worked his body back through the window, posted himself again of his papers, and took up his tale anew. Then, with a preliminary "How'll this do?" he read with an easy nonchalance the following composition:—"On Wednesday, at the parish church of Redclay, the remains of Mrs. Nomen, wife of C. F. Nomen, Esq., of the Towers, Redclay, were laid to rest. All the blinds in the village were drawn as a token of respect, and every expression of sympathy with the bereaved family was made by the inhabitants; with whom deceased was extremely popular. The solemn service was impressively read by the Rev. W. W. Blake, rector of Redclay, who appeared to be much affected. Many, beautiful, and costly were the tributes, and the coffin, was of solid oak, with a brass plate, bearing the name of deceased and the date of her death."  
He looked up for approval, and then bent over his circulars, to add a comma or to cross a t. "It's these little things that count," he said reflectively; "a funeral in the morning, a bazaar in the afternoon, parish council after tea, a concert in the evening!"  
"You do them all?" I asked.  
"Yes, all of 'em. No rest for the wicked! But as I say, it's the little things that count. Now this bit of copy—he flourished his circulars—"will be read by thousands; the leading articles by hundreds."  
"Don't you write the leading articles as well?" I asked, innocently.  
"I saw him hesitate on the threshold of a lie. Well, I do the leaderettes," he said, boldly.  
"Musical, literary and dramatic criticism?" I asked.  
"Yes, that's all my job in this district. I've got a draughted concert on to-night; that's what made me come away from fishing." He filled his pipe, looked out of the windows with sad, regretful gaze, and whistled softly a tune I have oft listened to from the pursed lips of London gutter snipes.  
"Journalism gives a man great power," said I, enviously.  
"Ay," said he; "and, all things considered, we don't abuse the power. But it's difficult work in a place like this. London men have it all cut and dried for them. They sit on their stools, the telegrams are laid before them—just as a servant sets dinner on the table—and all they have to do is to copy 'em out with a competent or two that anybody could manage, without a scratch of the head. Here—why, a man has to go out into the highways and byways collecting intelligence. And the worst of it is nothing ever happens in a part like this. Up in London a man's always getting run over, or murdered or drunk. There's always a fire, or a house falling down, or something of that sort. But with us—why, a funeral comes as a godsend, and a fire is about as uncommon as oysters in puddles. It's not all beer and skittles, journalism isn't."  
"No; but there is the literary joy of it," I said.  
He looked at me sharply. "You've hit it," he said, confidentially. "Playing with words, fitting 'em in, making 'em stand out, squeezing the very life out of 'em. Ah! that is the compensation. No, with all its difficulties I'm in love with my work, and there isn't a man at the job who doesn't catch the infection, however, he may grumble at times."  
The train arrived at our destination, and the stationmaster greeted us as we stepped out on the platform. His hand, descending from his cap, was caught by the interposing journalist and affectionately squeezed—as if it were a word out of which he was wringing the very life.  
"Any news?" he asked briskly.  
"And as we walked away I heard the stationmaster answer, 'For Lumme! I told you there was none only yesterday!'"

COTTAM &amp; Co. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

COTTAM &amp; Co. for the LATEST SHAPES in SOFT FELT HATS.

## Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 7th September, 1901. [988c]

## Insurances.

"Strongest in the World."  
ONE DAY TOO LATE

In the life of almost every man there comes a day when it is impossible for him to buy life insurance at any price. 10-day you may be able to pass a satisfactory examination. To-morrow the company might decline your application. Yet hundreds—yes, thousands of men say: "To-morrow, To-morrow"—And hundreds of widows and orphans to fight the battle of life alone, as a result. Can you afford to run the risk? The Equitable Life Assurance Company. F. KIENE, Manager, Hongkong.

Hongkong, 7th September, 1901. [989c]

## "L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent. Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept FIRE, FLOOD, and CHIMNEY RISKS at current rates. SIEMSEN & Co. Hongkong, 28th May, 1896. [130c]

## To be Let.

## TO LET.

NO. 1, STEWART TERRACE—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [709c]

## TO LET.

GODOWN—No. 5A, DUDDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

## TO LET.

A HOUSE in RIFON TERRACE. "THE RETREAT" MOUNT KELLET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [209c]

## TO LET.

(From 1st August next). NO. 3, ORMSBY TERRACE—KOWLOON.

Apply to FUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901. [761c]

## TO LET.

GODOWN—PRAYA, KENNEDY TOWN. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th September, 1901. [971c]

## TO LET.

NO. 1 to 8, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 298, Des Voeux Road Central. Hongkong, 5th September, 1901. [976c]

**KANANGA OF JAPAN** (REGISTERED)  
RIGAUD and Co. PARIS  
**Kananga Water** the most delightful Toilet Water. It renders the skin firm, relieves mosquito bites, and imparts a delicate fragrance and feeling of comfort and freshness.  
Now Sold in Perfumery  
RIGAUD'S KANANGA EXTRACT  
RIGAUD'S WHITE ROSE  
RIGAUD'S MELATI EXTRACT  
RIGAUD'S IKORA D'AFRIQUE EXTRACT  
RIGAUD'S LILY OF THE VALLEY EXTRACT  
RIGAUD'S YLANGYLANG EXTRACT  
RIGAUD'S BANTAM EXTRACT  
RIGAUD'S JASMINE or Chamelle EXTRACT  
RUE VIVIER, 6, PARIS

## Intimations.

## LAST DAYS OF SALE.

## WILLIAM POWELL, LIMITED.

FRIDAY, 13th September,

AND

SATURDAY, 14th September.

SALE GOODS,  
HALF PRICE!  
HALF PRICE!!  
HALF PRICE!!!  
LAST DAY, SATURDAY, SEPT. 14.

955c]

R. G. HECKFORD, Manager.

## KRUSE &amp; CO.,

CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS

AND

TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

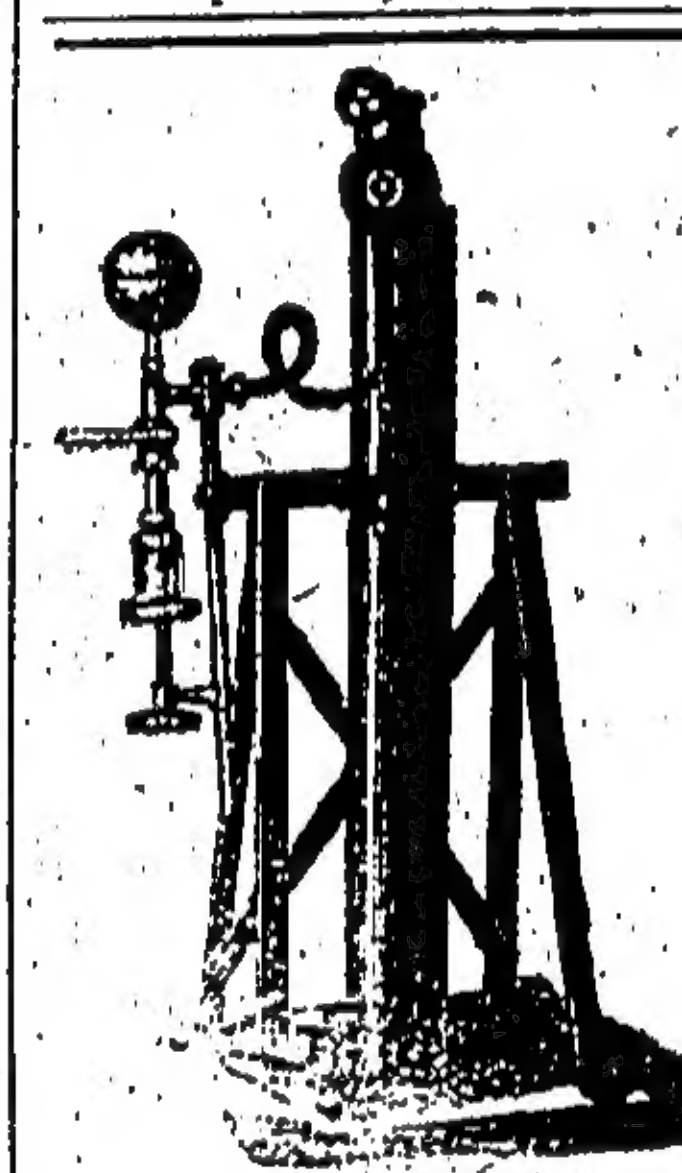
Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

## W. BREWER &amp; Co.

RECENT POPULAR NOVELS BY LEADING AUTHORS.

PING PONG. Ex. 5s. "CANTON." The HEARTS OF THE LORD, by Flora Annie Steel. THE GOOD RED EARTH, by Eda Phillips. TESSA, by Louis Becke. THE MIDNIGHT PASSENGER, by R. H. Savage. FRANKS' URDUUT, by M. E. Francis. IN BAD COMPANY, by Bolderwood. SOULS OF PASSAGE, by Amelia E. Barr. UNDER THE RED WOODS, by Bret Harte. ELEANOR, by Mrs. Humphreys Ward. [589c]



## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ &amp; CO. [735c]

Hongkong, 29th July, 1901.

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai. [21c]

12th October, 1898.

## NEW VICTORIA HOTEL.

ROTISSERIE, Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Tiffin at Moderate Rates. Madar & Farmer, Proprietors. Hongkong, 2nd September 1901. [958c]

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS. PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [19c]

## SIEN TING,

SURGEON DENTIST, No. 14, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1898. [139c]

## DROZ &amp; Co.,

WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH &amp; CHRONOGRAPHS.

TRADE MARKS: MAXIM, BERNA, &amp;c.

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901. [526c]

## NEW GOODS.

PLENTY

IN

HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [44c]

## JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS.

H. RUTTONJEE, 4, D'Aguiar Street and 39 &amp; 40, Edin Road, Kowloon.

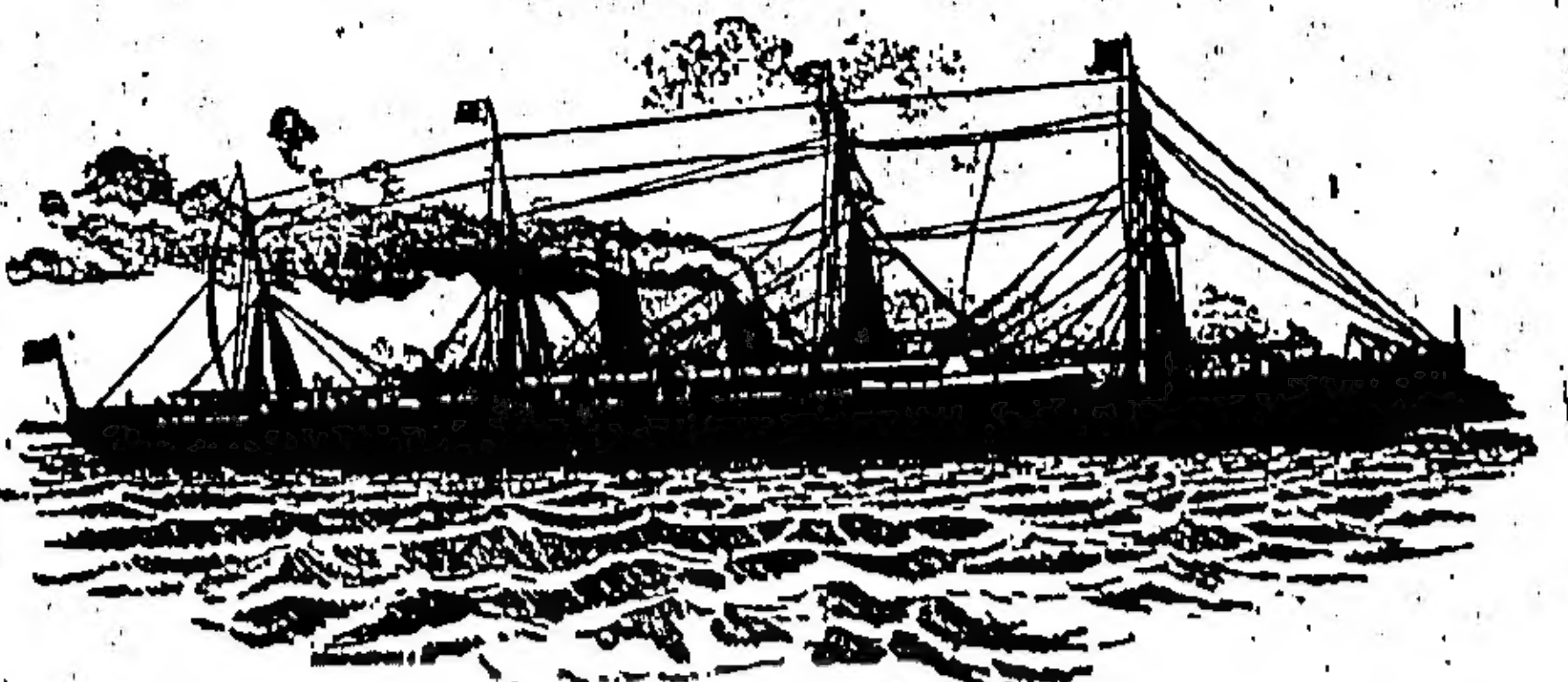
Hongkong, 12th July, 1901. [14c]

## JAPANESE CURIOS



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DOBRO"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.

THE P. M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. "Gold or over") destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

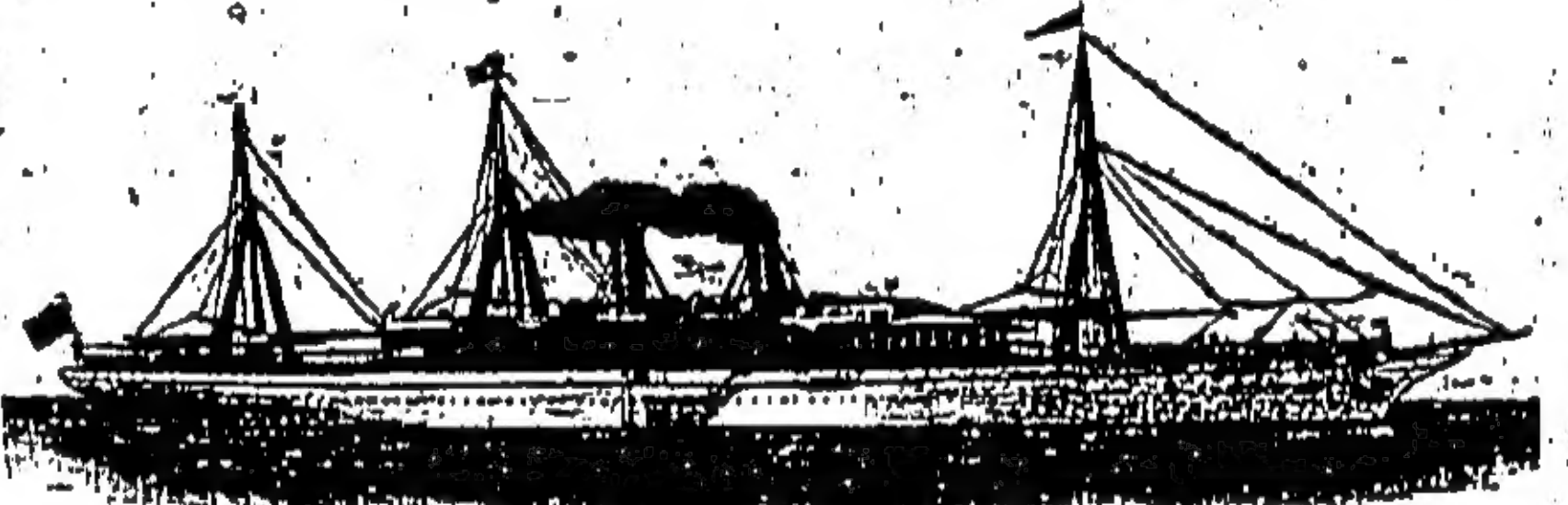
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 10th September, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Fybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to J. E. BROWN, General Agent, Prater's Street.

Hongkong, 28th August, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER DRAHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT: BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
ANDALUSIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	21st Sept. Freight.
ARABIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	5th Oct. Freight.
SACHS	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	19th Oct. Freight and Passengers.
KONIGSBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	2nd Nov. Freight.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	16th Nov. Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	30th Nov. Freight.
FORCK	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	
MARBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	
von Bismarck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	

For further Particulars, apply to:

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 21st September, 1901.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from The Acting Captain Superintendent of Police, to sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 14th September, at 11 A.M., at Central Police Station, A QUANTITY OF DAMAGED & CONDEMNED STORES AND SADDLERY, &c. TERMS:—As Usual.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 13th September, 1901. [1006c]

## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 16th day of instant, 1901, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 30th August, 1901. [1003c]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 16th day of instant, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 Years, commencing from the 5th November, 1900, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

No. of Sale.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
		N.	S.	E.	W.			
1.	Hung Hom	50	50	14.6	14.6	751	8	932

## Intimations.

## 40 Years Experience

Is represented in the Continuous Installment Policies of the Equitable.

A guaranteed INCOME FOR LIFE, even if you live as long as Methuselah.

The Ideal Assurance Particulars for the asking.

The Equitable Life. Strongest in the World.

F. KIENE, Manager, Hongkong.

Hongkong, 10th September, 1901. [995c]

## WANTED.

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary \$35 to \$40. Apply personally to—

H. RUTTONJEE,  
Hongkong, 6th September, 1901. [180c]

## WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to—

THE MANAGER, CRAIGIEBURN HOTEL, Hongkong, 8th August, 1901. [82c]

## IMPERIAL BANK OF CHINA.

## WANTED.

AN EXPERIENCED MAN of business to Act as COMPRADORE from next China New Year. Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors,  
E. W. GUTTER, Manager.

Hongkong, 30th July, 1901. [812c]

WANTED IMMEDIATELY CLERK of Works for Building at WUCHOW. Apply by Letter only, stating Experience. Salary required, and reference to—

W. HARRIS, Hongkong Hotel.

Hongkong, 12th September, 1901. [1009c]

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 19th August, 1901. [171c]

## LABUAN NOTES.

(From Our Own Correspondent.)

LABUAN, August 26th.

On the 22nd inst. a fire occurred in the new town of Jesselton (Api-api on Map) burning to the ground 14 Chinese shops. Whether intentional or accidental it is not certain. The Governor happened to be there on a visit at the time. "Uneasiness is still felt there for fear of an attack by the rebel bands.

Persistent rumours are prevalent that the B. N. B. Government intend greatly increasing the Customs dues on the 1st January next. Of course this will not apply to the Crown Colony of Labuan, but it will prove an incentive to the Chinese smugglers of Labuan to increase their illicit trade with the mainland.

Your leading article of 18th July last is entirely in accordance with the requirements of North Borneo, but it is useless to expect any progress under the present regime, where the sole policy of the Chartered Company is to obtain revenue for dividend paying.

We already begin to scent the policy of the Directors in order to create a fictitious trade for this useless and foolish railroad, which, briefly stated, is to close the rivers along its route and compel the luckless natives to send their produce by rail. Should this quixotic policy prevail, the only possible end will be the impoverishment of the country.

The Chinese traders will not bear the extra burden, but the native producers. The latter, besides being deceived by the unscrupulous Celestials, with their dubious weights and measures, will have the additional burden of the railway freight to be deducted from their scanty earnings. The railway officials will doubtless be Eurasians and Baba Chinese, to whose fingers, as usual, a not inconsiderable amount of primage, or say private lekin, in the official freight rates will stick.

In this country absolutely nothing is done for the education of the native population by the Government. Only in the larger villages is here and there a native to be found who can read or write, consequently the latter falls an easy prey to the cupidty of these not very high principled Babas and Eurasians, who really hold the destiny of this country in their hands—although, no official would ever admit it. It is a state of affairs to be deplored but, so long as the insane idea is held that Chinese traders confer benefit on the country instead of draining its resources, no improvement is to be looked for. The Chinese trader is also dear to the official for other reasons not always legitimate. Whatever were Spain's faults, it cannot be denied that her system adopted in the Philippines was superior to any other nation's, as far as the Malay races were concerned, and would be eminently suited to this country. In the Philippines the native was better educated and thereby more intelligent than the common populace of Spain, yet he never lost his respect for the ruling race, without ever practising that cringing servility, so dear to the Chinese and other Eastern races, which appears to find such favour with British officials. Hence the Filipinos acquired many Western habits and above all a liking for Western manufactures of all kinds. To obtain these he of course required money, and to acquire the latter he was compelled to plant and sow, to reap and mow, with the result that the Philippines became the principal exporting country for agricultural produce of the Far East. Of all the Sugar, Hemp, Tobacco, Coffee, Copra, Indigo which the country produced, not one plant, not one catty was produced by Chinese, but entirely by native labour. The Chinese were there the pedlars, the petty traders, facilitating in a way the disposal of the importer's goods owing to the apathy of the latter towards the native, they abominably cheat all those who are unable to protect themselves and their business is based upon false weights and measures and on adulteration of the produce they buy, and the American Government has very wisely prohibited their coming.

The future of Borneo is in its agriculture; not gambling farms and opium! Chinese will never become agriculturists away from their own country, hence every inducement should be given to the native population to cultivate the soil. They would be permanent residents, not migratory like Chinese. Let the governing powers take a leaf from the Philippine book, it will take time, but will pay better in the end. The races of Borneo are akin to the Filipinos; what was possible in the one country is also possible in the other, but before it can be so, radical administrative changes must be made, which are next to hopeless under the present constitution.

Another attempt to create a fictitious trade for the railway is pending. The owner of a saw factory at Menambak has been ordered by Government to transfer the factory to Beaufort (the Clapham Junction of Borneo in A. D. 2500), a place they are trying to boom. Beaufort is away up the Padas river, out of the saw district; hence the raw produce would have to be sent by train, river carriage being prohibited. The owner demurs to remove his factory and it would be interesting to know whether the Chartered Coy. possess under their charter the arbitrary powers to compel him to do so.

Another trader, intending to establish a saw mill at Beaufort was informed that he would not be allowed to ship his planks down the Padas river, but they must go by train to Weston and there be transhipped in vessels for Labuan. With double freight and transhipping charges to contend with, the trader cannot compete with water borne planks from Singapore and Sakhakan. The natural route would be from Beaufort direct in native craft to Labuan.

Natives are also to be prohibited from going up and down the river, they also must use the railway! Is it to be wondered at that this West coast is in a state of chronic rebellion?

CHIAULT FRESH GOODS by every MAIL.

CHIAULT WINE and SPIRIT MERCHANT.

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CHIAULT WINE and SPIRIT MERCHANT.

An address on vellum in a silver casket to Mr. Clifford, late Governor, has been started by a section of the community regretting the motives which caused him to resign and expressing their admiration of his actions. It has not met with the response in Labuan and on the West Coast that might have been expected.

September and.

A magnificent pine apple, grown on the Pulo Daat Estate opposite Labuan, has been on view for the last few days in the Labuan Trading Company's premises. It measures—

12½ inches high (actual fruit),

2 feet 1 inch circumference,

16lbs. 14 ounces weight,

this is believed to be a record size. The enclosed photograph will give a good idea of dimensions as it has been purposely photographed on one of Dawson's Whisky cases to serve as a comparison.

LATER.

The adherents of Mat Salleh have attacked and killed a Government servant near Tenom. The district officer there was unable to capture the perpetrators of the crime and the latter have now entrenched themselves strongly, awaiting the advance of Government troops.

Governor Birch arrived in Labuan for a short stay on Sunday, 1st inst.

## OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, 16th August.

## THE LATE EMPRESS FREDERICK.

The funeral of the Empress Frederick, which may be said to have begun last Saturday evening, concluded in a great military spectacle on Tuesday morning, when, followed by a long procession of royal mourners, she was carried to her rest in the little Church of Peace at Potsdam.

It was in accordance with the Empress' own wish that the coffin lay in state in the village church of St. John, Cronberg, instead of at the palace itself as would otherwise have been arranged, and so when night first laid her soothing touch upon the land, soldiers of her own regiment, who had begged permission to read their last service to their loved Chief, bore her down the wide staircase of the home of her widowhood, while Beethoven's funeral music softly sounded from the organs. The Emperor and Empress, their elder children, and the sons-in-law of the dead Kaiserin awaited her coming in the great hall, and closing in immediately behind the coffin, stepped out with her into the darkness. It was a weird and beautiful sight, for the way of the moving procession was lit with naked torches, which flickered and smoked in the light breeze, yet never failed to cast a blaze of light upon the flag-draped coffin surmounted with a golden crown. As the Empress made her last journey, all lights were extinguished behind her, so that, when the soldiers tenderly laid their burden before the altar of Cronberg Church, the road just traversed and the Castle she had left for ever, were but dimly outlined by the uncertain moonbeams, while the little chapel was visible throughout the whole country round, a brilliant beacon in the surrounding darkness—which thing was an allegory.

The King, and other English Royalties did not reach Cronberg till Sunday morning, an hour or two before the main service, which was conducted by the Court Chaplain. It was very shortly else it may be that the strain of publicity at such a moment, would have been too hard for those who were really mourners to bear. At the conclusion of Dr. Dryander's prayer, King Edward laid a beautiful cross upon the coffin, and then, accompanied by the Kaiser, immediately left the church.

On Tuesday the final scene was enacted, and here, for the first time, the wishes of the dead Empress were in part over-ruled, for, from Wildpark Station to the royal mausoleum, the passing of the Kaiserin was with pomp and pageant befitting the daughter, mother, and wife of Kings. So rigorously were the public and even the press representatives excluded from the line of route, that little of the











## NOT AND A

## CALENDAR.

## SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....	29.755
Thermometer.....	81.0
Humidity.....	83
Rainfall.....	13.482

## TO-DAY.

## WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer.....	29.92
Thermometer.....	84
Humidity.....	82
Rainfall.....	68

## TO-DAY.

Friday, 13th September, 1901.

Chinese—2nd of 8th moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 47min.

Sets..... 6hr. 3min.

Moon—Full Moon..... 5hr. 55min. a.m.

High water—Morning..... 9hr. 13min.

Afternoon..... 9hr. 13min.

Low water—Morning..... 3hr. 33min.

Afternoon..... 3hr. 10min.

## ANNIVERSARIES.

1806—Charles James Fox died.

1882—Battle of Tel-el-kebir.

1876—Convention signed at Chefoo by Sir Thomas Wade and Li Hung-chang.

1872—Grand Duke Alexis of Russia visited Hongkong.

## TO-MORROW.

Saturday, 14th September, 1901.

Chinese—2nd of 8th moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 47min.

Sets..... 6hr. 3min.

High water—Morning..... 9hr. 57min.

Afternoon..... 10hr. 3min.

Low water—Morning..... 3hr. 13min.

Afternoon..... 3hr. 40min.

## ANNIVERSARIES.

1852—Death of Duke of Wellington.

1864—Volunteers called out on account of riots.

1854—Allied armies landed in the Crimea.

1882—Cairo captured. Arabi Pasha surrendered.

## AGENDA.

## TO-DAY.

Cargo ex *Salsuma* subject to rent.

Cargo ex *Beremur* subject to rent.

Cargo ex *Denmore* subject to rent.

## TO-MORROW.

Public Auction of Damaged and Condemned Stores at 11 a.m. at Central Police Station, by Messrs. Hughes & Hough.

Noon—P. & O. Co's steamer *Parramatta* leaves for Bombay.

3 p.m.—D. & Co's steamer *Haimun* leaves for Swatow, Amoy and Tamsui.

5 p.m.—N. D. L. Co's steamer *Konigsberg* leaves for Yokohama and Kobe.

## SUNDAY, 15th.

H. A. L. Co's steamer *Aragonia* leaves for New York via Suez Canal.

O. S. K. Co's steamer *Dajin Maru* leaves for Tamsui via Swatow and Amoy.

Daylight—D. & Co's steamer *Aratton* leaves for Singapore, Penang and Calcutta.

## MONDAY, 16th.

Cargo ex *Natal* subject to rent.

Cargo ex *Myne* subject to rent.

## TUESDAY, 17th.

Cargo ex *Radiant* subject to rent.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

## August 20th.

The officers of the *Catherine Ahear* (Capt. S. H. Belton) are—Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, and T. Barrie, 3rd, V. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Seng* (Capt. H. Sellar) are—chief officer, Mr. Beard, and H. W. Wear, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

## August 23rd.

Mr. Short is temporarily chief officer of the *Haiching*.

Mr. S. Williams is appointed 3rd officer of the *Haitan*.

Captain Evans is temporarily commanding the *Haiching*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Haimun*.

Mr. Musgrave is appointed 3rd engineer of the *Thales*.

Mr. E. Sayer is appointed 2nd engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *M. Laguna*, is now 4th officer of the *Glenkye*.

## August 26th.

Capt. Davis has resumed command of the *Haiching*.

Mr. Evans, chief officer, has returned to the *Haiching*.

Mr. Short, 2nd officer of the *Haitan*, has returned to that ship.

## August 30th.

Captain W. Pasmore has taken over the command of the *Haimun*.

Mr. Walters has joined the *Haimun* as 3rd engineer.

## September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are—chief officer W. Schnake, 2nd E. Lehmann, chief engineer M. Biese, 2nd C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

The P. & O. S. N. Co's steamer *Ceylon* left Singapore for this port on the 12th inst. at 5 p.m.

The P. M. S. S. Co's steamer *China* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sta. Kobe, Nagasaki and Shanghai on the 14th inst.

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## THE SHARE MARKET.

## LATEST QUOTATIONS.

(SEPTEMBER 13th.)

COMPANIES.	PAID UP CAPITAL.	LATEST QUOTATION.
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<b>Banks.</b>		
Hongkong and Shanghai Banking Corporation	\$ 125	\$600 buyers.
The Bank of China and Japan, Limited—(Preference)	5	Nominal
The Bank of China and Japan, Limited—(Ordinary)	4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	1	£5.5 buyers
National Bank of China, Limited.	8	£28 buyers
Do.	1	£13 sellers

<b>Marine Insurances.</b>		
Union Insurance Society of Canton, Limited	\$ 50	\$310
China Traders' Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 25	Tails 180 sellers
Yangtze Insurance Association, Limited	\$ 60	\$123
Canton Insurance Office, Limited	\$ 20	\$170 sellers
Straits Insurance Company, Limited	\$ 20	\$1

<b>Fire Insurances.</b>		
Hongkong Fire Insurance Company, Limited	\$ 50	\$342 sellers
China Fire Insurance Company, Limited	\$ 20	\$81

<b>Shipping.</b>		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 75	\$341
Indo-China Steam Navigation Company, Limited	10	\$136
China and Manila Steamship Company, Limited	50	\$62 sellers
Douglas Steamship Company, Limited	50	\$48 sales
China Mutual Steam Navigation Company, Limited—(Preference)	10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Deferred)	5	£7 buyers
Star Ferry Company, Limited	\$ 25	\$244 buyers
"Shell" Transport and Trading Company, Limited	1	\$94 buyers

<b>Refineries.</b>		
China Sugar Refining Company, Limited	\$ 100	\$136
Luzon Sugar Refining Company, Limited	\$ 100	\$36 sellers

<b>Mining.</b>		
Punjin Mining Company, Limited	\$ 5	\$5 sellers
Punjin Mining Preference Shares	\$ 1.25	\$1.25
Société Française des Charbonnages du Tonkin	25	\$125
Queens Mines, Limited	Cents. 25	\$5 cents
Jieebu Mining and Trading Company, Limited	\$ 5	\$4 sales
Raub Aljan Gold Mining Company, Limited	\$ 18 d. 10	\$13 sales
Olivers Freehold Mines, Limited A.	\$ 5	nominal
Olivers Freehold Mines, Limited B.	\$ 5	nominal

<b>Docks, Wharves and Godowns.</b>		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$275 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 30	\$98 buyers
Wanchai Warehouse and Storage Company, Limited	\$ 37	nominal
New Amoy Dock Company, Limited	\$ 6	\$25 buyers

<b>Lands, Hotels and Buildings.</b>		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.75 sales
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$191 sellers
Kowloon Land and Building Company, Limited	\$ 33	\$30 buyers
West Point Building Company, Limited	\$ 50	\$51 buyers
Hongkong Hotel Company, Limited	\$ 50	\$127 buyers
Oriente Hotel Company, Limited	\$ 50	\$55
Humphrey's Estate and Finance Company, Limited	\$ 10	\$131 sellers

<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 100	\$114 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 40 buyers
International Cotton Manufacturing Company, Limited	Tails 100	Tails 35
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 45
Soy Chee Cotton Spinning Company, Limited	Tails 500	Tails 300
Yahlong Cotton Spinning Company, Limited	Tails 100	Tails 124

<b>Cigar Companies.</b>		
Alhambra, Limited	\$ 500	nominal
Philippine Tobacco Trust Co., Limited	\$ 50	nominal

<b>Miscellaneous.</b>		
Green Island Cement Company, Limited	\$ 10	\$21 buyers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$16 sellers
Wauking, Limited	\$ 10	\$10 sellers
Hongkong Electric Company, Limited	\$ 10	\$12 buyers
Hongkong and China Gas Company, Limited	\$ 10	\$64 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$140 buyers
Geo. Fenwick & Co., Limited	\$ 25	\$172
Hongkong Ice Company, Limited	\$ 25	\$55 sellers
Hongkong High-Level Tramways Company, Limited	\$ 25	\$183 buyers
Dairy Farm Company, Limited	\$ 100	\$275 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 1	\$1.10
United Asbestos Oriental Agency, Limited	\$ 4	\$10 buyers
Tebrau Planting Company, Limited	\$ 5	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$107 buyers
Hongkong Steam Water-borne Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$20 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	nominal

BENJAMIN, KELLY &amp; POTTS

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

## STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & REG.	CAPTAIN	FROM	AGENTS	DUE
Chelydia	B str.	R. Cox	Singapore	J. M. & Co.	To-morrow
City of Peking	B str.	J. T. Smith	Japan	P. M. S. S. Co.	Sept. 17th
Hamburg	G str.	H. Magin	Colombo	Melchers & Co.	Sept. 17th
Prinz Heinrich	G str.	R. Heintze	Japan	Melchers & Co.	Sept. 18th
Gaelic	B str.	Wm. Finch	San Francisco	O. & O. S. S. Co.	Sept. 24th
Empress of China	B str.	R. Archibald	R.N.A.	C. P. R. Co.	Sept. 24th
Hongkong Maru	B str.	W. E. Filmer	San Francisco	P. M. S. S. Co.	Oct. 2nd
China	A str.	W. B. Seabury	San Francisco	P. M. S. S. Co.	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

## Intimations.

## NOTICE.

PERSONS having any Claims against or Owing Money to the Estate of the late E. H. JOSEPH are hereby requested to send in Notifications of same, on or before the 30th inst., to No. 1, Ice House Road.

Any Claims after that date will not be recognised.

Hongkong, 12th September, 1901. [1010c]

**MEE CHEUNG,**  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS  
a speciality.

Hongkong, 22nd September, 1898. [140]

**CHINA COAST METEOROLOGICAL REGISTER.**

12TH SEPTEMBER, 1901, P.M.

STATION. HOUR. BAROMETER. TEMPERATURE. HUMIDITY. WIND. WEATHER.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	WEATHER.
Wladivostok	2 p.m.	29.97	74	—	—	c
Tokio	"	29.78	—	—	NE	0 2
Kochi	"	29.83	—	—	W	0 6
Nagasaki	"	29.83	—	—	SE	2 3
Kagoshima	"	29.83	—	—	NE	4 6
Taihu	1 p.m.	29.87	—	—	N	2 2
Tainan	"	29.78	—	—	W	2 2
Koshu	"	29.80	—	—	NE	2 2
Pescadores	"	—	—	—	—	—
Gutlaff	3 p.m.	29.94	78	66	NNE	3 3
Sharp Peak	"	29.82	79	68	E	3 3
Amoy	"	29.82	87	62	NE	4 4
Swatow	"	29.81	82	—	E	4 4
Canton	"	—	—	—	—	—
Hongkong	4 p.m.	29.84	81	76	—	0 1
Victoria Peak	"	—	—	—	SW	1 1
Gap Rock	"	29.83	—	—	E	1 1
Macao	"	29.84	87	—	SSE	1 1
Haiphong	1 p.m.	—	—	—	—	—
Manila	4 p.m.	29.76	86	78	SW	2 2
Malate	"	—	—	—	SW	2 2
Bacolod	3 p.m.	—	—	—	W	2 2
Hollo	"	29.85	81	—	W	2 2
Cebu	"	29.82	88	—	SW	2 2
Cape S. James	"	—	—	—	SW	2 2

13TH SEPTEMBER, 1901, A.M.

Wladivostok	7 a.m.	30.02	62
Tokio	10 a.m.	—	—
Kochi	"	—	—
Nagasaki	"	—	—
Kagoshima	"	—	—
Taihu	5 a.m.	29.86	—
Utsunomiya	"	29.77	—
Yokohama	"	29.78	—
Osaka	"	29.75	—
Manila	"	29.75	—
San Francisco	"	29.81	—
London	9 a.m.	29.98	71
Peak	"	29.91	71
San Francisco	"	29.90	71
Wladivostok	"	29.90	81
London	"	—	—
San Francisco	10 a.m.	29.92	81
Wladivostok	"	—	—
London	"	29.02	—
San Francisco	"	29.93	81
Wladivostok	7 a.m.	—	—
London	10 a.m.	29.84	86
San Francisco	9 a.m.	—	—
Wladivostok	"	—	—
London	"	29.90	83
San Francisco	"	29.89	87
Wladivostok	7 a.m.	—	—



